

4.13 LAND USE

This section describes existing land use and land use policies in the area of the proposed Cabrillo Deepwater Port (DWP) Project and associated facilities. These facilities consist of an offshore floating storage and regasification unit (FSRU) to accept and regasify liquefied natural gas (LNG), offshore and onshore natural gas transmission pipelines, and onshore facilities. Potential impacts on land use are identified and related issues raised during the public scoping period are addressed, which include the Project's proximity to schools, hospitals, and specially designated areas such as the Navy's Point Mugu Sea Range. This section also contains mitigation measures for each potential impact as well as an evaluation of the proposed alternatives' impacts on land use.

Topics relating to conversion of agricultural land are discussed in Section 4.3, "Agriculture and Soils." Likewise, topics relating to the identified sensitive receptors in High Consequence Areas (HCAs) are addressed in Section 4.2, "Public Safety."

4.13.1 Environmental Setting

4.13.1.1 Offshore and Coastal Zone

As discussed in Section 1.1, "Background Information," the U.S. Maritime Administration (MARAD) is responsible for authorizing and regulating the location, ownership, construction and operation of DWPs in waters beyond the State's seaward boundary, and the United States Coast Guard (USCG) and MARAD are responsible for processing DWP applications. The California State Lands Commission (CSLC) must consider whether or not to grant a lease of State lands for the sub-sea pipelines.

The USCG MARAD, and CSLC are required to consider the whole of the Project (offshore and onshore) in this Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The California Coastal Commission (CCC) retains coastal permit jurisdiction over the portion of the proposed Project in State waters, and has federal consistency review authority, under the federal Coastal Zone Management Act (CZMA), to evaluate for conformity with the policies of the California Coastal Act (Public Resources Code §§ 30000 *et seq.*), those Project components located in Federal and State waters, i.e., the FSRU and offshore pipelines. The City of Oxnard, through its certified Local Coastal Program (LCP), has coastal permitting authority for project components located onshore within the coastal zone. The local government's action on this Project, however, may be appealed to the CCC.

The FSRU would be located offshore in Federal waters and the subsea pipelines would cross both Federal and State waters. Federal waters are 3 nautical miles (NM) (3.5 miles or 5.6 kilometers [km]) or more offshore. State lands include, but are not limited to, the State's ungranted tide and submerged lands along the California coastline extending from the mean high tide line out to 3 NM (3.5 miles or 5.6 km) offshore.

The Project location is described in detail in Chapter 2, "Project Description." In general, the FSRU would be moored approximately 12.2 NM (14 miles or 22.6 km) southwest of the nearest landfall, near Arroyo Sequit, which is near the Los Angeles County boundary. Two subsea transmission pipelines would originate next to the pipeline-ending manifold on the ocean floor below the mooring point and extend to shore. The subsea pipelines would come ashore at Ormond Beach.

The Project would cross three subsea cable right-of-ways, as discussed in Chapter 2, "Project Description."

The Channel Islands National Marine Sanctuary (CINMS) staff is preparing an EIS to consider expanding the boundaries of the Sanctuary; this EIS is not anticipated to be finalized for several years. Depending on the boundary selected, the proposed DWP may or may not be within the revised boundaries of the Sanctuary. According to CINMS staff, installation of the FSRU and pipeline at the proposed location would not automatically preclude the CINMS from including the Project area in the new Sanctuary boundaries; however, this would be considered by the CINMS when making a final decision (Mobley 2004).

4.13.1.2 Onshore

The onshore pipelines would be installed mainly in existing pipeline rights-of-way (ROWs) in roadways or on road shoulders, or in easements. The sections of the onshore pipeline inland from the proposed metering station and all sections of the pipeline within the city of Santa Clarita would be installed by Southern California Gas Company (SoCalGas).

During the construction phase of the Project, installation of the onshore pipelines would temporarily restrict access to some businesses and residences and temporarily disrupt use of adjacent properties due to the presence of construction equipment and changes in traffic patterns; however, once pipelines have been installed, adjacent property owners would have unrestricted access to their property (see also Section 4.17, "Transportation"). The proposed Project would not affect access to the Ormond Beach Wetlands, which is adjacent to the proposed shoreline crossing location at the Reliant Energy Ormond Generating Station, nor open access to previously inaccessible natural or environmentally sensitive areas.

Center Road Pipeline

The City of Oxnard was incorporated in 1903. While it is a significant population and economic center, due to its location and agricultural uses, it still offers a seaside environment and a rural, small-town atmosphere. The City is more than 24 square miles (62 km²). The Ormond Beach area in Oxnard is separated from the rest of the city's coastal zone by the City of Port Hueneme. The presence of the Reliant Energy Ormond Beach Generating Station contributes to the industrial character of the shore-crossing area. While recreational facilities are more developed and use is higher in the

McGrath-Mandalay area, Ormond Beach is also used for recreation with existing coastal access via Perkins Road and Arnold Road (see also Section 4.15, "Recreation").

The proposed pipeline route would traverse parts of the City of Oxnard and unincorporated areas of Ventura County. The pipeline route would mainly follow existing road ROWs, public roads, and/or newly acquired easements. Permanent easements and temporary construction easements would be required outside of private and, in most cases, public road ROWs. Permanent easements would range between 25 and 50 feet (7.6 and 15.2 meters [m]) depending on site-specific conditions. Beyond the Reliant Energy Ormond Beach Generating Station, the proposed Center Road Pipeline alignment is primarily within agricultural land uses.

Existing land uses along the proposed route are presented in Table 4.13-1.

Table 4.13-1 Existing Land Uses for Center Road Pipeline Proposed Route

Milepost Range (approximate)	Existing Land Use
0.00 - 0.28	Energy Facility and Transmission Line Right of Way
0.28 - 1.21	Agricultural and Transmission Line Right of Way
1.21 - 3.66	Agricultural with Rural Single-Family Residential
3.66 - 7.28	Agricultural
7.28 - 7.47	Agricultural and Industrial (oil fields)
7.47 - 8.52	Industrial Park and Commercial Offices
8.52 - 9.12	Agricultural
9.12 - 9.40	Industrial and Commercial Offices
9.40 - 9.44	U.S. Highway 101
9.44 - 13.33	Agricultural
13.33 - 13.51	Agricultural and Elementary School
13.51 - 14.3	Agricultural

Source: Entrix; aerial photos

In addition to the land uses directly along the Project route, several special land uses would be located in the vicinity of the Project. Planning is under way for restoration of wetlands and compatible recreational facilities to the southwest and northeast of the Reliant Energy Ormond Beach Generating Station. This includes lands to the southwest owned by the State Coastal Conservancy that are slated for wetland restoration and preservation. The route is also near two schools. The California Youth Authority School is located on Wright Road 0.5 mile (0.8 km) to the southwest of the route as it proceeds along Santa Clara Avenue. Mesa Union Junior High School is located near the intersection of Santa Clara and La Vista Avenues. The pipeline route would pass directly in front of this school.

Line 225 Pipeline Loop

The Line 225 Pipeline Loop traverses the City of Santa Clarita. Santa Clarita is situated at the northernmost part of Los Angeles County and is approximately 35 miles (56.3 km) from downtown Los Angeles. The city encompasses more than 32,000 acres (12,950 hectares [ha]) of land; approximately 56 percent of the land is developed (Santa Clarita 2004). Since incorporation in 1987, the City has completed 25 annexations totaling approximately 7,200 acres (2,914 ha) of land. A major attraction to the area is Six Flags Magic Mountain, a popular theme park attracting visitors to the area daily.

The 7.7 mile-long (12.4 km) Line 225 Pipeline Loop is located in the western part of the City of Santa Clarita. The proposed new loop pipeline in Santa Clarita would generally parallel the existing Line 225 Pipeline either in or near the existing ROWs within unpaved parts of the route. Along city and county roadways, the pipeline would parallel the existing Line 225 Pipeline to the extent practical. The route traverses open space and residential, industrial, and commercial areas, and also the South Fork of the Santa Clara River. Table 4.13-2 identifies the existing land uses along the route.

Table 4.13-2 Existing Land Uses along Loop 225

Milepost Range (approximate)	Existing Land Use
0.00 - 0.69	Open Space
0.69 - 1.00	Open Space and Low-Medium Density Residential
1.00 - 1.20	Open Space
1.20 - 1.47	Low-Medium Density Residential
1.47 - 1.76	Open Space
1.76 - 2.56	Medium-High Density Residential
2.56 - 3.66	Industrial, Commercial, & Railroad Right of Way
3.66 - 3.72	South Fork Santa Clara River
3.72 - 4.00	Commercial Shopping and Medium-High Density Residential
4.00 - 5.10	Auto Center and Commercial Shopping
5.10 - 5.30	Santa Clara River
5.30 - 5.47	Medium-High Density Residential
5.47 - 5.57	San Francisquito Creek
5.57 - 7.40	Industrial Park and Commercial Offices
7.40 - 7.71	Open Space

Source: Entrix; aerial photos

In addition to the land uses directly along the Project route, several special land uses would be located in the vicinity of the Project. Of particular interest are Six Flags Magic Mountain (approximately 1 mile [1.6 km] from the route); Valencia Town Center (immediately adjacent); Valencia Library (immediately adjacent); Civic Center (1.1 miles [1.8 km]); and the Spanish Hills Golf Course (immediately adjacent).

The pipeline route would follow the southern edge of a large area designated as Porta Bella Specific Plan. This area is currently referred to as the Whittaker-Bermite property clean-up site; the site is heavily contaminated as a result of being used for 80 years as a military munitions manufacturing facility (see Section 4.12, "Hazardous Materials," for a discussion of potential impacts associated with pipeline construction in the vicinity of this facility). The area was approved for a mixed-use development, including about 3,000 homes, prior to the cleanup effort and it is expected that the Specific Plan area will eventually be approved again for a similar type of development.

4.13.2 Regulatory Setting

4.13.2.1 Regulations, Plans, and Policies

Major Federal, State, and local laws and regulations relating to land use are identified in Table 4.13-3, below.

Table 4.13-3 Major Laws, Regulatory Requirements, and Plans for Land Use

Law/Regulation/Plan/ Agency	Key Elements and Thresholds; Applicable Permits
Federal	
Deepwater Port Permit - <i>USCG and MARAD</i>	<ul style="list-style-type: none"> The Deepwater Port Act (DWPA) of 1974, as amended, establishes a licensing system for ownership, construction, and operation of (DWP) facilities. Under the DWPA, the Secretary of Transportation has the authority to issue a license for a DWP facility, which consists of the offshore terminal and the offshore pipeline to the mean high water tide line onshore. The Secretary has delegated the processing of DWP applications to the USCG and MARAD.
Coastal Zone Management Act - <i>National Ocean and Atmospheric Administration (NOAA)</i>	<ul style="list-style-type: none"> Preserves, protects, restores, or enhances the resources of the Nation's coastal zone for this and succeeding generations to encourage and assist the states to exercise effectively their responsibilities in the coastal zone through the development and implementation of management programs to achieve wise use of the land and water resources of the coastal zone, giving full consideration to ecological, cultural, historic, and aesthetic values as well as the need for compatible economic development. Consistency analysis follows in the next subsection.
State	
California State Lands Lease, California Public Resources Code §§6001 et seq. - <i>CSLC</i>	<ul style="list-style-type: none"> Authority and responsibility to manage and protect nature and cultural resources in the State's ungranted tide and submerged lands. The CSLC must consider whether or not to grant a lease of State lands for the offshore pipeline.

Table 4.13-3 Major Laws, Regulatory Requirements, and Plans for Land Use

Law/Regulation/Plan/ Agency	Key Elements and Thresholds; Applicable Permits
<p>The California Coastal Act (CCA) of 1976 (Public Resources Code Section 30000 et seq).</p> <p>- <i>California Coastal Commission (CCC).</i></p>	<ul style="list-style-type: none"> • Adopted to protect and enhance Coastal Zone resources, to ensure balanced utilization of those resources, and to maximize access to the shoreline. • The California Coastal Act of 1976 and amendments set forth a permanent coastal management program in California and providing the enabling legislation for the Local Coastal Program (LCP) • Articles 2 through 7 of the California Coastal Act address the requirements of a coastal consistency certification. Articles 5, 6, and 7 relate to land use. • The project will require submittal of a consistency certification to the California Coastal Commission. • Ventura County's LCP was certified in 1982, and the City of Oxnard's LCP was adopted in 1985.
<p>California State Coastal Conservancy</p>	<ul style="list-style-type: none"> • The California State Coastal Conservancy, established in 1976, is a state agency that uses entrepreneurial techniques to purchase, protect, restore, and enhance coastal resources, and to provide access to the shore. They work in partnership with local governments, other public agencies, nonprofit organizations, and private landowners. • The Coastal Conservancy is in the planning and environmental analysis stages of the wetland restoration effort at Ormond Beach. • Project may require a lease from the California Coastal Conservancy.
Local	
<p>General Plan and Zoning Ordinance</p> <p>- <i>Ventura County</i></p>	<ul style="list-style-type: none"> • Ventura County Non-Coastal Zoning Ordinance, Section 8107-5, Oil and Gas Exploration and Production, pertains to the drilling, extraction and transportation of subterranean fossil gas and petroleum, and necessary attendant uses and structures, but excluding refining, processing or manufacturing thereof. This Section indicates that no oil or gas exploration or production related use may commence without or be inconsistent with a Conditional Use Permit approved pursuant to the Chapter. • The County has indicated that pipelines constructed in an Agriculture (40-acre [16.2 ha]) zone require a Planning Director-approved Conditional Use Permit (CUP) if they are constructed outside of an existing right-of-way such as a road. The County has previously granted Southern California Gas Company (SoCalGas) a franchise tax agreement allowing them the right to lay gas pipelines within public rights-of-way without a permit under certain provisions. If the provisions were met, a CUP would not be required (Rodriguez 2004).
<p>Local Coastal Plan</p> <p>- <i>Ventura County</i></p>	<ul style="list-style-type: none"> • The Coastal Area Plan and the County's Zoning Ordinance for the Coastal Zone together constitute the LCP required for the unincorporated portions of the Coastal Zone by the California Coastal Act of 1976. The local coastal program specifically applies to development undertaken and proposed to be undertaken in the unincorporated portions of the Coastal Zone of Ventura County.
<p>General Plan and Zoning Ordinance</p> <p>- <i>City of Oxnard</i></p>	<ul style="list-style-type: none"> • The City of Oxnard Coastal Land Use Plan policy for the Ormond Beach area encourages industrial and energy development in the area already designated specifically for energy facilities while protecting beaches and wetlands. • The City has previously granted SoCalGas a franchise tax agreement allowing them the right to lay gas pipelines within public rights-of-way without a permit under certain provisions.

Table 4.13-3 Major Laws, Regulatory Requirements, and Plans for Land Use

Law/Regulation/Plan/ Agency	Key Elements and Thresholds; Applicable Permits
Local Coastal Plan - <i>City of Oxnard</i>	<ul style="list-style-type: none"> From approximately Milepost (MP) 0.0 to MP 0.2, the proposed Project route is located within the Ormond Beach Coastal Zone Area. The Oxnard Coastal Land Use Plan governs land uses in this zone. The policy for the Ormond Beach area encourages industrial and recreational uses while protecting beaches and wetlands. Part of the area is designated specifically for energy.
General Plan and Zoning Ordinance - <i>City of Santa Clarita</i>	<ul style="list-style-type: none"> No permits would be required from the city planning department for construction of the proposed pipeline except as required under the Oak Tree Preservation Ordinance. The purpose of this City of Santa Clarita Ordinance 89-10 is to "protect and preserve oak trees in the City and to provide regulatory measures designed to accomplish this purpose." An Oak Tree Permit would be required for any removal of oak trees during construction of the proposed pipeline (Hardy 2004).

Center Road Pipeline

The proposed Center Road Pipeline would traverse the City of Oxnard and Ventura County. Table 4.13-4 summarizes the designated land uses along the Project route, based on the General Plans for the City of Oxnard and Ventura County (also see Figure 4.13-1). Following the table is a summary of the City of Oxnard's and Ventura County's plans and policies.

Table 4.13-4 Center Road Pipeline Proposed Route Land Use Designations

Mileposts	Jurisdiction	Land Use Designation(s)
0.0 to 1.3	City of Oxnard	Public Utility/Energy Facilities; Light Industrial
1.3 to 3.8	City of Oxnard; Ventura County; Greenbelt Agreement	Medium Residential; Agricultural (40 acre [16.2 ha] minimum)
3.8 to 7.5	Ventura County	Agricultural (40 acre [16.2 ha] minimum)
7.5 to 7.9	City of Oxnard	Limited Industrial
7.9 to 8.4	City of Oxnard	Business and Research Park
8.4 to 14.3	Ventura County	Agricultural (40 acre [16.2 ha] minimum)

Source: City of Oxnard General Plan (1990; with amendments to Land Use section through 1999) and Ventura County General Plan (1988; with amendment to Land Use section in 2001).

City of Oxnard

City of Oxnard General Plan Goals and Policies

The city's General Plan includes a set of goals and policies, including:

- Preservation of scenic views, natural topography, natural physical amenities, and air quality;
- Optimum utilization of natural and manmade resources; and

- Buffering and landscaping adjacent to the Southern California Edison power plant site; relocation or removal of the Halaco Engineering Company facility and restoration of the site; and a broad mix of residential, commercial, and open space uses that will create an overall appearance comparable to or superior to the northern part of the city (specific to new development in the Ormond Beach area).

The city has previously granted SoCalGas a franchise tax agreement allowing them the right to lay gas pipelines within public ROWs without a permit under certain provisions (see Section 1.6 “Consistency with Local and Regional Plans” for a discussion of franchise agreements).

City of Oxnard Special Land Use Plans and Areas

- Oxnard Coastal Land Use Plan. From approximately Milepost (MP) 0.0 to MP 0.2, the proposed Project route is located within the Ormond Beach Coastal Zone Area. The Oxnard Coastal Land Use Plan governs land uses in this zone. The policy for the Ormond Beach area encourages industrial and recreational uses while protecting beaches and wetlands. Part of the area is designated specifically for energy. The City of Oxnard Coastal Land Use Plan policy for the Ormond Beach area encourages industrial and energy development in the area already designated specifically for energy facilities while protecting beaches and wetlands.
- Ormond Beach Specific Plan. Between approximately the beach and Hueneme Road, or MP 0 to MP 1.1, the pipeline would traverse an area designated as the Ormond Beach Redevelopment Area. Ormond Beach has been identified as an area that is underutilized for recreational and other uses and is also in need of protection and enhancement because of its significant wetlands and other habitat. This plan has not been approved; however, any new major development in this area would require approval of a specific plan.
- Oxnard-Camarillo Greenbelt. The majority of the proposed Center Road Pipeline route would traverse land designated as Oxnard-Camarillo Greenbelt with an underlying Ventura County General Plan agricultural designation. The cities and county have adopted an agreement that establishes a permanent greenbelt of more than 27,000 acres (10,927 ha) of open space between Oxnard and Camarillo, which serves to create a buffer between urban land uses in the two cities (City of Oxnard 1990). The City of Oxnard has a Planning Reserve Overlay over the greenbelt area, which indicates this area is to be considered for urbanization in the general plan update that is currently under way.

Ventura County

Ventura County General Plan Goals and Policies

The Ventura County General Plan provides a comprehensive, long-term plan for the physical development of the county. The Plan includes goals to preserve and protect

irrigated agricultural land, as well as to “promote the continued and expanded use of pipelines for the transport of suitable products and materials where environmental and safety impacts can be adequately mitigated.” It contains a policy that new gas pipelines shall use or parallel existing utility ROWs where feasible.

The Agricultural designation is applied to “irrigated lands which are suitable for the production of crops and the raising of livestock.” This designation is intended for agricultural uses and limited temporary or public uses that are consistent with agriculture or agriculturally related uses. The minimum parcel size within this designation is 40 acres (16.2 ha).

Ventura County Non-Coastal Zoning Ordinance, Section 8107-5, Oil and Gas Exploration and Production, pertains to the drilling, extraction and transportation of subterranean fossil gas and petroleum, and necessary attendant uses and structures, but excluding refining, processing or manufacturing thereof. This Section indicates that no oil or gas exploration or production-related use may begin without or be inconsistent with a Conditional Use Permit approved pursuant to the Chapter.

The County has indicated that pipelines constructed in an Agriculture (40-acre [16.2 ha]) zone require a Planning Director-approved CUP if they are constructed outside of an existing ROW such as a road. The County has previously granted SoCalGas a franchise tax agreement allowing them the right to lay gas pipelines within public ROWs without a permit under certain provisions. If the provisions were met, a CUP would not be required (Rodriguez 2004).

The Local Agency Formation Commission (LAFCO) in every county adopts a “sphere of influence” for each city on the county to represent the “probable ultimate physical boundaries and service area” of that city. Land use outside the current city jurisdiction but within the sphere of influence of the city is controlled by Ventura County in formal consultation or by joint action with the city. The route does not enter the sphere of influence for the City of Camarillo. The proposed route’s nearest approach is approximately 0.5 mile (0.8 km), north of Hwy 101, as the route skirts the City of Camarillo.

Ventura County Special Land Use Plans and Areas

- Ventura County Local Coastal Plan. Unincorporated segments of the Central Coast are found at Ormond Beach east of Perkins Road, south of Hueneme Road, and near the southernmost boundary of Oxnard's city limits. While some heavy and light industrial development has occurred within the City of Oxnard, the unincorporated land remains open and is used for agriculture. Much of the unincorporated lands in Ormond Beach contain portions of coastal wetlands that include saltmarsh and freshwater ponds. Further south are two waterfowl ponds. One of the ponds, the privately owned Ventura County Game Preserve, zoned "C-O-S" (Coastal Open Space), is partially within the County's coastal zone. The Point Mugu Game Preserve, also privately owned, is outside the coastal zone.

California Coastal Conservancy

Oxnard and the Coastal Conservancy have proposed ongoing wetland restoration projects within the Ormond Beach area, which would restore tidal flow to some of the fragmented wetlands. In June 2002, the Coastal Conservancy acquired 265 acres (107 ha) of land adjacent to the Reliant Energy Ormond Beach Generation Station from Southern California Edison. Additional acquisition of at least 750 acres (303 ha) of land at Ormond Beach would meet the goals of federal and state resources agencies participating in the Southern California Wetlands Recovery Project to restore coastal wetlands, dunes, and upland habitat along Ormond Beach.

Other agencies participating in the wetland restoration goals include the County of Ventura and the City of Oxnard. The City of Oxnard and the Metropolitan Water District are co-owners of 309 acres (125 ha) of land northwest of the Reliant Energy Ormond Beach Generation Station. Both parties have expressed an interest in selling 280 acres (113 ha) of the property to the Conservancy for wetland restoration. Negotiations are currently underway.

Two additional proposed land acquisitions are being considered within the Project area. The first includes 340 acres (137 ha) northeast of the Reliant Energy Ormond Beach Generation owned by Southland Sod. Southland Sod as offered to sell the property to the Coastal Conservancy condition upon purchase of other suitable land where the owner would be able to transfer the sod operation. Lastly, the Coastal Conservancy is considering acquiring approximately 300 acres (121 ha) of degraded wetlands north of Naval Base Ventura County (NBVC) Point Mugu (pers. comm. with Peter Brand 2004).

The Coastal Conservancy is in the planning and environmental analysis stages of the wetland restoration effort. A restoration feasibility study is currently under way for the 265 acres (107 ha) of property purchased from Southern California Edison and is expected to have a restoration feasibility study completed by 2005.

Line 225 Pipeline Loop

Land use designations on the proposed pipeline alignment are shown in Table 4.13-5 (see also Figure 4.13-2).

The Line 225 Pipeline Loop originates between Oro Fino and Quigley Canyons, which are identified as areas of significant mineral/oil resources protected by the adoption of a Mineral/Oil Conservation Area Overlay. The purpose of the designation is to permit continuation of sub-surface mineral/oil usage while providing for aboveground development in the area. The Valley Center Concept (VCC) designates the central part of the city as possessing potential for creating a Valley-wide focal point through the encouragement of detailed master planning efforts. The proposed route also crosses the South Fork Santa Clara River, which has been designated as a Significant Ecological Area (SEA).

Table 4.13-5 Line 225 Pipeline Loop Land Use Designations

Mileposts	Jurisdiction	Land Use Designations
0.0 to 1.8	City of Santa Clarita	Residential Estate; Mineral/Oil Conservation Area Overlay
1.8 to 2.5	City of Santa Clarita	Low and Medium Density Residential
2.5 to 3.5	City of Santa Clarita	Industrial
3.5 to 4.8	City of Santa Clarita	Commercial Town Center; VCC overlay; SEA overlay
4.8 to 7.4	City of Santa Clarita	Business Park
7.4 to 7.7	City of Santa Clarita	Open Space

City of Santa Clarita

City of Santa Clarita General Plan Goals and Policies

The city's General Plan includes a set of goals and policies, including:

- The preservation of undeveloped natural and cultural resources in and around the environs of the city;
- The preservation and maintenance of the existing character of the individual communities that comprise the planning area; and
- The attainment of a balance between land use, circulation, and other infrastructure items.

No permits would be required from the City Planning Department for construction of the proposed pipeline except as required under the Oak Tree Preservation Ordinance. The purpose of this City of Santa Clarita Ordinance 89-10 is to "protect and preserve oak trees in the City and to provide regulatory measures designed to accomplish this purpose."

An Oak Tree Permit would be required for any removal of oak trees during construction of the proposed pipeline (Hardy 2004).

In 2000, Los Angeles County and the City of Santa Clarita determined that the Santa Clarita Valley should be planned and developed on a regional basis, using a consistent set of guiding principles, goals, policies, and development standards. To this end, the two agencies joined together to create a joint general plan named One Valley One Vision (OVOV). The effort started in 2000 and is expected to continue through 2005. Guiding principles include:

- The Santa Clarita Valley shall contain a diversity of land uses that support the needs of current and future residents, including housing, schools, libraries, parks, retail, business and industry, civic institutions, medical and social services, cultural, entertainment, open space, and comparable uses.
- Development shall be located and designed to protect oak, sycamore, and other significant indigenous woodlands.

4.13.2.2 Coastal Consistency

The Project will require submittal of a consistency certification pursuant to Section 307 (c)(3)(A) of the Coastal Zone Management Act. The CCC is the State agency that makes the consistency certification for the State of California.

The Project would require a Federal coastal consistency certification because it would require a federal Deepwater Port license, as well as permits from the United States Environmental Protection Agency (USEPA) and the United States Army Corps of Engineers (USACE). For part of the Project that is within State waters, the consistency certification is redundant with the coastal development permit.

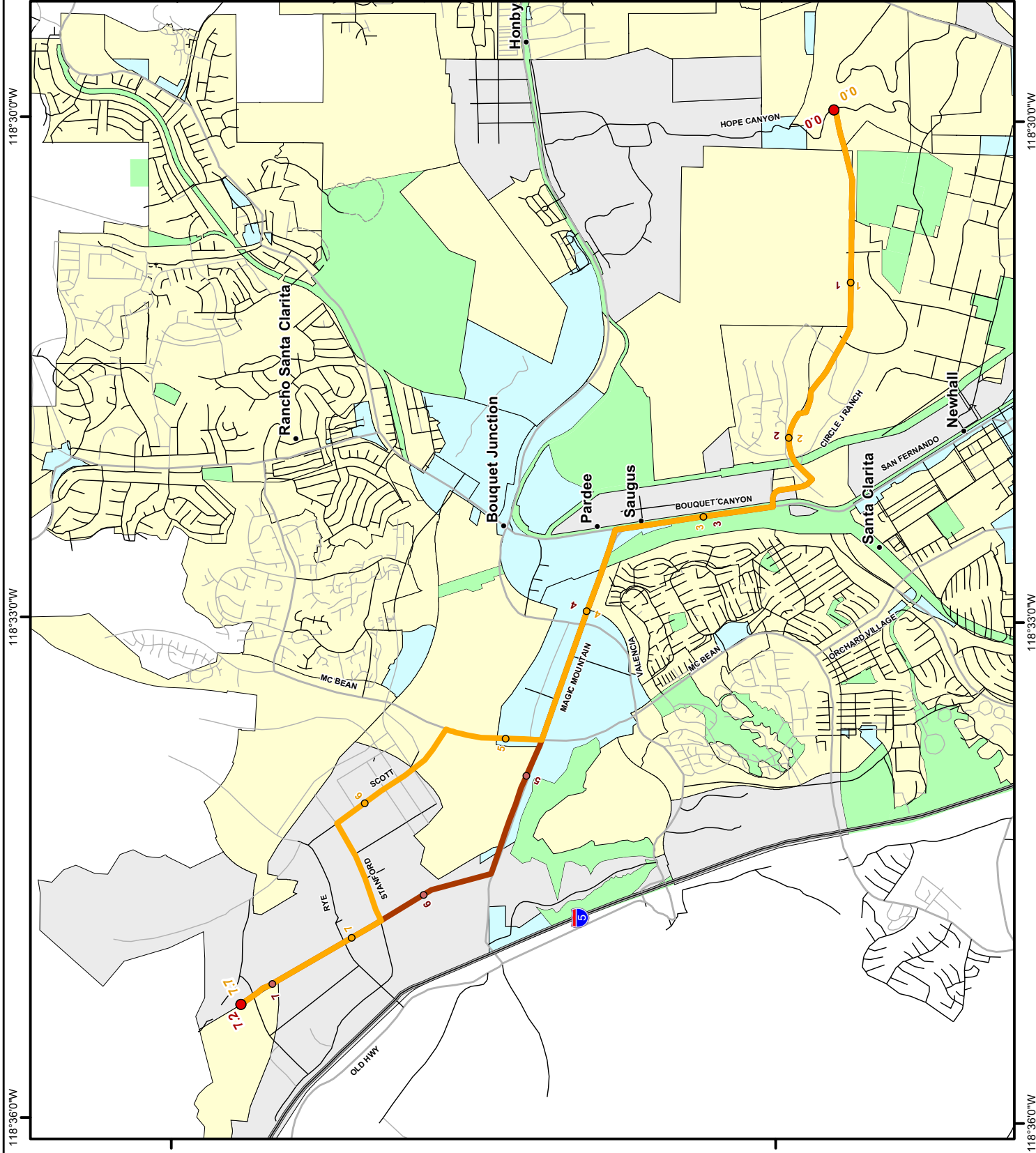
Articles 2 through 7 of the California Coastal Act address the requirements of a coastal consistency certification. Articles 5, 6, and 7 relate to land use.

- Article 5 – Land Resources. This article provides for protection of environmentally sensitive areas, prime agricultural land, and archaeological and paleontological resources. The Project is consistent with Article 5 for all protected land resources in this Article. Environmentally sensitive areas (coastal bird nesting habitat) are located on Ormond Beach near the Reliant Energy Ormond Beach Generating Station; however, these areas would be avoided through the use of horizontal directional drilling (HDD). HDD would be used to connect the onshore pipelines to the offshore pipelines. With HDD, the pipelines would be installed at a depth between 50 and 75 feet (15.2 to 22.9 m) below ground surface, beginning at a location at the Reliant Energy Ormond Beach Generating Station and surfacing on the seabed at a water depth of 43 feet (13.1 m) at a distance of 3,000 feet (914.4 m) offshore.

Prime Farmland and Farmland of Statewide Importance soils would be temporarily disturbed during the installation of the onshore pipeline, but less than one acre (0.4 ha) of agricultural resources would be converted to non-agricultural land use. This is considered a less than significant impact.

No known archaeological or paleontological resources would be disturbed by the installation or operation of the Project. The siting of the subsea pipeline has avoided all known shipwrecks. No known archaeological or paleontological resources would be disturbed during the installation of the onshore pipelines.

- Article 6 – Development. Section 30250 encourages new development adjacent to or close to existing developed areas within the coastal zone. Section 30255 states that coastal-dependent development shall have priority over other development on or near the shoreline.



- Milepost
- Line 225 Loop Pipeline
- Line 225 Loop Pipeline Alternative
- Populated Place, Bay or Island
- Commercial Zones
- Industrial Zones
- Residential Zones
- Special Zones



CABRILLO PORT LNG DEEPWATER PORT
EIS/EIR, 2004

Figure 4.13-2

**General Plan and Zoning
Designations
Los Angeles County**

This Project extends from approximately 12.2 NM (14 miles or 22.6 km) offshore and crosses the shoreline at Ormond Beach. The main industrial facility is located approximately 12.2 NM (14 miles or 22.6 km) offshore. The Project crosses the shoreline at a depth of between 50 and 75 feet (15.2 to 22.9 m) below ground surface and therefore avoids any impacts on the shoreline itself. Surface coastal facilities related to this Project would be located at the Reliant Energy Ormond Beach Generating Station. This Project fulfills the requirement of Article 6 that development may be conducted only in proximity to developed areas within the coastal zone and should avoid development on or near the shoreline; therefore, it is consistent with Article 6.

- Article 7 – Industrial Development. Section 30260 encourages the development of coastal-dependent industrial facilities within or adjacent to existing sites.

The Project is consistent with Article 7. By the nature of the Project, it is coastal-dependent because it is an offshore industrial facility that has subsea pipelines.

4.13.3 Significance Criteria

For the purposes of the draft EIS/EIR, land use impacts are considered significant if the Project:

- Conflicts with existing land uses, local or regional zoning regulations, or plan policies;
- Divides a piece of property or an area made up of similar or dependent land uses;
- Conflicts with approved residential or commercial development plans;
- Displaces or cause long-term restriction of access to a business or residence;
- Changes the existing or planned use of a piece of property;
- Disrupts the use of adjacent properties, as defined by plan policies;
- Allows access to previously inaccessible natural or environmentally sensitive areas.

4.13.4 Impact Analysis and Mitigation

The following subsections address potential impacts associated with changes in land use (i.e., conflicts with regulations and policies, changes in land use, and compatibility of the proposed Project with existing land uses). Table 4.13-5 presents a summary of impacts and mitigation measures. Applicant-proposed measures (AMM) and agency-recommended mitigation measures (MM) are defined in Section 4.1. Mitigation measures for other issue areas, such as Agriculture (AGR) and Public Safety (PS), also address the identified Land Use (LU) impacts as discussed below.

Table 4.13-5 Summary of Land Use Impacts and Mitigation Measures

Impact	Mitigation Measure(s)
LU-1: Implementation of the Project would change an existing land use (Class II).	<p>AMM AGR-1a. Compensation to Landowners for Temporary use of Agricultural Land.</p> <p>MM AGR-1b. Compensation for Temporary Loss of Agricultural Land. Compensation shall be in the amount of the fair market value of the easements, losses or changes determined through an appraisal conducted by an independent appraiser, or a mutually agreed-upon settlement reached between the Applicant and the landowner. Payment shall be made no later than 45 days after the completion of construction.</p>
LU-2: Construction may cause temporary nuisances to nearby residents and businesses (Class III).	<p>AMM LU-2a. Minimize Disruption for Residences in the Construction Area. The Applicant would minimize disruption in residential areas during construction.</p> <p>AMM LU-2b. Reduce disruption for residences within 25 feet (7.6 m) of the construction work area. The Applicant would further reduce disruption in residential areas during construction.</p> <p>MM LU-2c. Maintain minimum distance to residences. The Applicant shall further reduce disruption for residences by maintaining a minimum of 50 feet (15.2 m) between the residence and the construction work area, where possible.</p>

1

2 **Impact LU-1: Changes in Land Use**3 ***Implementation of the Project would change an existing land use (Class II).***

4 Onshore, the pipeline would be installed on the Reliant Energy Ormond Beach
5 Generating Station, in existing rights-of-way or new easements, and on SoCalGas
6 property. The one exception is the expansion of the Center Road Valve Station. Less
7 than one acre (0.4 ha) of an existing orchard would be acquired and used in the
8 expansion (see section 4.5, "Agriculture and Soils"). Therefore, the only change in
9 existing use is the conversion of less than one acre (0.4 ha) of orchard to an industrial
10 land use.

11 Installation of the pipeline through the City of Oxnard, County of Ventura, or the City of
12 Santa Clarita would not result in incompatible land uses. The proposed route would
13 traverse areas designated for residential use between MP 1.2 and 3.7. In this area, the
14 easement would be located in existing streets where permanent structures are already
15 prohibited, and therefore the route would not impact residential properties. However,
16 residential properties encumbered by new pipeline easements would sustain impacts
17 associated with the new permanent right-of-way. The easements would prohibit certain
18 types of use such as the construction of any aboveground structures (including house

additions, garages, patios, pools, or any other object that cannot easily be removed);
leach fields; or the planting and cultivating of trees or orchards.

The Applicant has incorporated the following into the proposed Project:

AMM AGR-1a. Compensation applies here (see Section 4.5, "Agriculture and Soils").

Mitigation Measures for Impact LU-1: Changes in Land Use

MM AGR-1b. Compensation for Temporary Loss of Agricultural Land also applies here (see Section 4.5, "Agriculture and Soils").

With this mitigation, the conversion of less than 1 acre of agriculture is considered less than significant.

Impact LU-2: Nuisances to Residents and Businesses

Construction may cause temporary nuisances to nearby residents and businesses (Class III).

The pipelines and facilities would be installed on the Reliant Energy Ormond Beach Generating Station, in existing roads and ROWs, and in new easements through agricultural or rural areas.

Landowners may consider construction and the necessary inspection and maintenance activities to be a nuisance. Because the landowners would be compensated and the size of the property is small, this impact is considered less than significant. Additionally, the ROW would be restored to its original use after construction.

Although installation of the onshore pipelines could cause some inconvenience to some business and residences along the route, the contractor will provide temporary access at all times during construction. In addition, there would be no long-term restriction of access to a business or residence (see section 4.18, "Transportation," for discussions relating to traffic and access to commercial areas).

The Applicant has incorporated the following measures into the proposed Project:

AMM LU-2a. Minimize Disruption for Residences in the Construction Area.
The Applicant would minimize disruption in residential areas during construction by:

- Restrict construction activities to 7 A.M. to 7 P.M.
- Install temporary safety fencing to exclude pedestrians/residents from the construction area.
- Avoid the removal of trees outside of the construction easement.

- Minimize the length of time that the trench is left open.
- Work with the City of Santa Clarita to refine the segment of pipeline route in the Quigley Canyon area (MP 0.0 to 1.75) to minimize impacts to permitted/planned residential properties.

AMM LU-2b. Reduce disruption for residences within 25 feet (7.6 m) of the construction work area. The Applicant would further reduce disruption in residential areas during construction by:

- Leave mature trees and landscaping within the edge of the construction work area unless necessary for safe operations of construction equipment.
- Install a safety fence at the edge of the construction work area adjacent to the residence for a distance of 100 feet (30.5 m) on either side of the residence to ensure that construction equipment and materials, including spoil pile, remain within the construction work area.
- Limit the construction ROW to the existing permanent right-of-way, where feasible.
- Maintain a minimum of 25 feet (7.6 m) between the residence and the construction work area, where possible.

Mitigation Measures for Impact LU-2: Compatibility with Existing Land Uses

MM LU-2c. Maintain minimum distance to residences. The Applicant shall further reduce disruption for residences by maintaining a minimum of 50 feet (15.2 m) between the residence and the construction work area, where possible.

These mitigation measures reduce any adverse effects of the Project. This impact is considered less than significant after the implementation of all mitigation measures.

4.13.5 Alternatives

4.13.5.1 No-Action Alternative

Under the no-action alternative, the pipelines would not be installed and therefore the impacts described above would not occur.

4.13.5.2 Alternative DWP Location — Santa Barbara Channel/Mandalay Shore Crossing/Gonzales Road Pipeline

Consistency with Coastal Zone Management Policies would be similar to the proposed Project. The subsea pipeline would cross one pipeline ROW and would be in the existing ROW extending from Platform Gilda to the Reliant Energy Mandalay

Generating Station. The onshore pipeline would cross the shore at the Reliant Mandalay Generating Station. It would be routed up Harbor Boulevard through undeveloped and agricultural lands. The route would then follow Gonzales Road, developed with agricultural and residential uses, and would then follow the same route as Center Road Pipeline Alternative 1. Table 4.13-6 summarizes the land uses along the Santa Barbara Channel/Mandalay Shore Crossing/Gonzales Road Pipeline Alternative route. Table 4.13-7 summarizes the land use designations for this alternative pipeline route.

The impacts associated with this alternative are similar to those for the proposed Project. However, because this route would traverse more urban areas, impacts to local businesses, like restricting accesses to businesses, could be more extensive.

Table 4.13-6 Existing Land Uses Along Santa Barbara Channel/Mandalay Shore Crossing/Gonzales Road Pipeline Alternative

Estimated Mileposts	Existing Land Use
0.00	Public Utility/Energy
0.00 - 3.1	Agricultural
3.1 – 3.2	School
3.2 – 4.3	Low Density Residential
4.3 – 5.2	Medium/High Density Residential
5.4 – 6.6	Park; residential; school; commercial
6.6 – 7.0	Shops/restaurant/offices
7.0 – 7.1	U.S. Highway 101
7.1- 7.2	Auto Center; Undeveloped Parcel
7.2 7.5	Auto Center and Low Density Residential
7.5 -7.6	Agricultural and Low Density Residential
7.6 -7.7	Elementary School and Low Density Residential
7.7 -8.1	Agricultural and Low Density Residential
8.1 –12.8	Agricultural
12.85 -13.03	Agricultural and Elementary School
13.03 -13.65	Agricultural

Source: site visit, aerial photos

Table 4.13-7 Land Use Designations for Santa Barbara Channel/Mandalay Shore Crossing/Gonzales Road Pipeline Alternative

Mileposts	Jurisdiction	Land Use Designations
0.0 – 0.1	City of Oxnard	Public Utility/Energy
0.1 –3.0	City of Oxnard; Ventura County	Agricultural (40 acre [16.2 ha] minimum)
3.0 – 4.3	City of Oxnard; Ventura County	Low Density Residential; School
4.3 – 4.5	City of Oxnard	High Density Residential; General Commercial
4.5 – 5.3	City of Oxnard	Low Density Residential; High Density Residential; Commercial;
5.3 – 5.9	City of Oxnard	Parks/Open Space; Low Density Residential; School; Office
5.9 – 7.0	City of Oxnard	Low to Medium Density Residential; Commercial; Business and Research Park
7.0 – 7.1	U.S. Highway 101	U.S. Highway 101

Table 4.13-6 Existing Land Uses Along Santa Barbara Channel/Mandalay Shore Crossing/Gonzales Road Pipeline Alternative

Estimated Mileposts	Existing Land Use
7.1 – 7.4	City of Oxnard
7.4 – 8.1	City of Oxnard
8.1 – 9.0	Ventura County
9.0 – 9.4	City of Oxnard
9.4 to 13.6	Ventura County

Source: City of Oxnard General Plan and Ventura County General Plan

However, with the mitigation measures the Applicant proposed, these impacts would be less than significant.

4.13.5.3 Alternative Onshore Pipeline Routes

Center Road Pipeline Alternative 1

The Center Road Pipeline Alternative 1 would traverse areas more urban in character than the proposed route and Alternative 2. The alignment would follow existing ROWs and public roads through low-, medium-, and high-density residential, industrial, commercial, and agricultural areas. The most populated parts of the alignment would be along Pleasant Valley Road and along Rice Avenue, Gonzales Road, and Rose Avenue in the vicinity of U.S. Highway 101. The part of the alignment following Pleasant Valley Road would be directly adjacent to mobile home parks, medium- and high-density residential and commercial areas and would be close to the Oxnard Community College, three elementary schools (Fred Williams, Terra Vista, and Mar Vista Elementary Schools), Calvary Baptist Church, Morla Residential Care Home, and Ocean View Children's Center. North of Pleasant Valley Road this alternative follows Rice Avenue through the Oxnard-Camarillo Greenbelt, a proposed school site, and industrial areas south of U.S. Highway 101 and then would cross U.S. Highway 101 through a general commercial area. North of U.S. Highway 101, the alignment traverses a low-density residential area and agricultural lands. Table 4.13-8 summarizes the land uses adjacent to the Center Road Pipeline Alternative 1.

North of U.S. Highway 101, the pipeline would be close to schools (Rio Real Elementary, Rio Del Valle Junior High, and Rio Mesa High Schools), medical centers (Channel Islands Surgicenter, Neurosciences Institute, and St. Johns Medical Center), churches (Channel Islands Vineyard Church, Tried Stone Church of God, Santa Clara Chapel, Assembly of God Church, and Iglesia Ni Cristo), and Peppermint Junction and Big Mama's Daycare. As with the proposed route and Alternative 2, this alternative would be directly adjacent to Mesa Union Junior High School near the intersection of Santa Clara and La Vista Avenues.

As with the proposed Project, land uses in the vicinity of the Center Road Pipeline Alternative 1 are regulated under the General Plans and Zoning Ordinances for Ventura County and the City of Oxnard. This alternative would traverse more area within the Oxnard city limits. Part of this alternative alignment, north of the Ventura Highway, would traverse county land within the sphere of influence of the City of Oxnard,

- 1 identified as the El Rio/Del Norte Community. Table 4.13-9 summarizes the land use
 2 designations crossed by Center Road Pipeline Alternative 1.

Table 4.13-8 Existing Land Uses along the Center Road Pipeline Alternative 1

Estimated Mileposts	Existing Land Use
0.00 - 0.28	Energy Facility and Transmission Line ROW
0.28 - 1.80	Agricultural and Transmission Line ROW
1.80 - 2.10	Mobile Home Community
2.10 - 2.19	Commercial Shopping Center
2.19 - 2.66	Medium Density Residential
2.66 - 3.00	Agricultural and Mobile Home Community
3.00 - 3.10	Low-Medium Density Residential
3.10 - 3.11	State Highway 1
3.11 - 5.38	Agricultural with Rural Single-Family Residential
5.38 - 6.43	Industrial (light manufacturing) and Commercial Offices
6.43 - 6.88	Agricultural and Industrial with Commercial Offices
6.88 - 7.42	Commercial Offices and Undeveloped Parcel
7.42 - 7.56	Medium Density Residential and Light Industry
7.56 - 7.80	Commercial Shopping, Industrial, and Hospital
7.80 - 8.21	Commercial Shopping
8.21 - 8.25	U.S. Highway 101
8.25 - 8.40	Auto Center and Undeveloped Parcel
8.40 - 8.67	Auto Center and Low Density Residential
8.67 - 8.79	Agricultural and Low Density Residential
8.79 - 8.93	Elementary School and Low Density Residential
8.93 - 9.26	Agricultural and Low Density Residential
9.26 - 14.0	Agricultural
14.0 - 14.18	Agricultural and Elementary School
14.18 - 15.0	Agricultural

Source: Entrix, aerial photos

Table 4.13-9 Land Use Designations for Center Road Pipeline Route Alternative 1

Mileposts	Jurisdiction	Land Use Designations
0.0 to 1.9	City of Oxnard	Public Utility/Energy Facilities; Light Industrial
1.9 to 3.3	City of Oxnard	Residential: Medium Density and Factory Built
3.3 to 5.5	Ventura County	Medium Residential; Agricultural (40 acre [16.2 ha] minimum)
5.5 to 7.0	City of Oxnard	Limited and Light Industrial
7.0 to 8.4	City of Oxnard	Business and Research Park
8.0 to 8.4	City of Oxnard	Business and Research Park; General Commercial
8.4 to 8.8	City of Oxnard	General Commercial
8.8 to 9.3	Ventura County	Low Density Residential; School; Agricultural (40-acre [16.2 ha] minimum)
9.3 to 15.0	Ventura County	Agricultural (40-acre [16.2 ha] minimum)

Source: City of Oxnard General Plan and Ventura County General Plan

This Alternative would incur similar impacts as the proposed route, and the impact classes for this Alternative would be the same as those for the proposed project. However, because of the proximity to denser population, potential conflicts with land uses could occur.

Center Road Pipeline Alternative 2

The Center Road Pipeline Alternative 2 would follow the proposed route for the majority of its length. The alignment would follow existing ROWs and public roads through agricultural areas. Table 4.13-10 summarizes the existing land uses along Center Road Pipeline Alternative 2.

Table 4.13-10 Existing Land Uses along Center Road Pipeline Alternative 2

Estimated Mileposts	Existing Land Use
0.00 – 0.28	Energy Facility and Transmission Line ROW
0.28 – 1.21	Agricultural & Transmission Line ROW
1.21 – 3.66	Agricultural with Rural Single-Family Residential
3.66 – 5.44	Agricultural
5.44 – 7.20	Agricultural with Rural Single-Family Residential
7.20 – 7.36	Agricultural and Industrial (dairy)
7.36 – 8.25	Agricultural
8.25 – 8.30	Drainage Canal
8.30 – 9.00	Agricultural
9.00 – 9.10	Agricultural and Light Industrial
9.10 – 9.14	U.S. Highway 101
9.14 – 12.79	Agricultural
12.79 – 12.97	Agricultural and Elementary School
12.97 – 13.80	Agricultural

Source: Entrix, aerial photos

As with the proposed route, this alternative would be close to a juvenile detention center and directly adjacent to Mesa Union Junior High School in the northern part of the alignment.

The proposed Center Road Pipeline Alternative 2 alignment would mainly traverse Ventura County land regulated under the Ventura County General Plan but would also traverse an area within the City of Oxnard and regulated under the Oxnard LCP and Oxnard General Plan. The alignment would follow the same route as the proposed route for the first approximately 5.8 miles (9.3 km) and then would traverse Ventura County land designated for agriculture for the remainder of the alignment. Table 4.13-11 summarizes the land use designations for the Center Road Pipeline Alternative 2.

Table 4.13-11 Center Road Pipeline Alternative 2 Route Land Use Designations

Mileposts	Jurisdiction	Land Use Designations
0.0 to 1.3	City of Oxnard	Public Utility/Energy Facilities; Light Industrial
1.3 to 3.8	City of Oxnard; Ventura County	Medium Residential; Agricultural (40-acre [16.2 ha] minimum)
3.8 to 12.6	Ventura County	Agricultural (40-acre [16.2 ha] minimum)

Source: City of Oxnard General Plan and Ventura County General Plan

This Alternative would incur similar impacts as the proposed route. A greater extent of this route would be aligned in the Oxnard-Camarillo Greenbelt than either the proposed route or Alternative 1.

The impacts associated with this alternative are similar to those for the proposed project, and the impact classes for this Alternative would be the same as those for the proposed project. However, because of the more rural nature of this route, there may be fewer potential conflicts with neighboring land uses or with access to businesses or residences. As with the proposed Project, because the impacts are considered less than significant, mitigation measures are not proposed.

Line 225 Pipeline Loop Alternative

The Line 225 Loop Alternative route deviates from the proposed route between approximate Loop MP 4.75 and Loop MP 6.75. The Alternative route does not follow McBean Parkway, Avenue Scott, or Avenue Stanford. Instead, it remains along Magic Mountain Parkway until MP 6.75, where it turns and meets the proposed Line 225 Loop Pipeline route. Existing land uses are provided in Table 4.13-12 below.

Because the land uses and land use designations crossed by the Alternative route are nearly identical to the proposed route, this Alternative would incur similar impacts on land uses as the proposed route. The impacts classes are the same as for the proposed route and are considered less than significant and therefore mitigation measures are not proposed.

4.13.5.4 Alternative Shore Crossings and Pipeline Connection Routes

Point Mugu Shore Crossing/Casper Road Pipeline

The Point Mugu Shore Crossing/Casper Road Pipeline Alternative begins at approximately MP 20.5 of the subsea pipeline route in State waters and ends on Hueneme Road. HDD would be conducted to a previously developed onshore location on the Ventura County Naval Base (VCNB) Point Mugu. This would be the HDD turnaround point and is located at a formerly developed site surrounded by vegetated sand dunes. HDD would be used to install the pipeline from this turnaround point to the surface facility at the end of Casper Road. The surface facilities would be located at the north end of a series of duck ponds managed by a local hunting association. From the surface facility at the end of Casper Road to Hueneme Road, the land use is agricultural.

The NBVC's Integrated Natural Resources Management Plan (INRMP) has four primary goals:

- Goal 1: Restore and maintain ecosystem viability through an INRMP that balances military mission sustainability.
- Goal 2: Continue to conserve populations of federally listed endangered and threatened plant and animal species within the guidelines of ecosystem management and cooperate with the California Department of Fish and Game (CDFG) on conserving State-listed species.
- Goal 3: Protect, maintain, and improve the quality of soil and water.
- Goal 4: Continue to develop and maintain a thorough data collection and processing system providing efficient data storage, retrieval, and presentation to facilitate fully informed management decisions.

Table 4.13-12 Line 225 Loop Alternative Route Existing Land Use

Estimated Mileposts	Existing Land Use
0.00 - 0.69	Open Space
0.69 - 1.00	Open Space and Low-Medium Density Residential
1.00 - 1.20	Open Space
1.20 - 1.47	Low-Medium Density Residential
1.47 - 1.76	Open Space
1.76 - 2.56	Medium-High Density Residential
2.56 - 3.66	Industrial, Commercial, and Railroad Right of Way
3.66 - 3.72	South Fork Santa Clara River
3.72 - 4.80	Auto Center and Commercial Shopping
4.80 - 5.00	Commercial Shopping and Medium-High Density Residential
5.00 - 5.40	Medium-High Density Residential
5.40 - 5.60	Industrial and Utilities
5.60 - 5.90	Santa Clara River
5.90 - 6.90	Industrial Park and Commercial Offices
6.90 - 7.22	Open Space

Source: Entrix; aerial photos

In addition, the INRMP ensures that fish and wildlife management programs are sustained and ecosystem management principles will be implemented.

Because the pipeline would be installed using HDD through State waters and NBVC land, land uses would not change nor would uses of the property be permanently disrupted. HDD construction would have temporary impacts on access to and use of both State waters and NBVC land but would not be incompatible with the INRMP. Through the permit process, the CCC would make a final determination regarding

The Project would be compatible with land uses from the surface facility to the intersection of the proposed Project on Hueneme Road.

This Alternative would incur similar impacts as the proposed route, and the impact classes for this Alternative would be the same as those for the proposed Project. The impacts are considered less than significant, and therefore mitigation measures are not proposed.

Arnold Road Shore Crossing/Arnold Road Pipeline

The Arnold Road Shore Crossing/Arnold Road Pipeline Alternative begins at approximately MP 20.5 of the subsea pipeline route, which is in State waters. HDD would be conducted to a location 1,000 feet (305 m) inland from the shoreline on or adjacent to Arnold Road. Arnold Road lies on the boundary between the City of Oxnard and unincorporated lands in Ventura County. Land use designations include Industrial and Agriculture. HDD would be used to install the pipeline from this point to the surface facility approximately 2,000 feet (610 m). The Coastal Conservancy owns the land where the HDD turnaround point would be located and is planned for wetland restoration. Immediately adjacent to the State Coastal Conservancy land is the NBVC Point Mugu. Both the Coastal Conservancy land and the NBVC Point Mugu land adjacent to the HDD turnaround point are undeveloped, vegetated sand dunes.

The surface facility would be located in an area of previously developed land adjacent to Arnold Road. This area contains light industry. From the surface facility to the location where this alternative joins the proposed Project, the land use is agricultural. The pipeline would be installed using trenching for this section.

The Coastal Conservancy has a Southern California Wetlands Recovery Project (SCWRP) with objectives for each county and wetland they have acquired. In Ventura County, the focus is on the Ormond Beach wetlands, Mugu Lagoon, and the Santa Clara and Ventura River estuaries. Acquisition and subsequent restoration of the Ormond Beach wetlands area is a high priority for the SCWRP. Their objectives specifically at Ormond Beach are to:

- Acquire least 750 acres (303.5 ha) of the Ormond Beach wetlands;
- Develop and implement a restoration plan for the area; and
- Develop an interpretive program for the area.

Because the pipeline would be installed using HDD through State waters and Coastal Conservancy land, land uses would not change nor would uses of the property be permanently disrupted. HDD construction would have temporary impacts on access to and use of both State waters and Coastal Conservancy land but would not be incompatible with the SCWRP. The CCC would determine consistency with coastal policies through the permitting process.

The Project would be compatible with land uses from the surface facility to the intersection of the proposed route on Hueneme Road.

This Alternative would incur similar impacts as the proposed route, and the impact classes for this Alternative would be the same as those for the proposed Project. The impacts are considered less than significant, and therefore mitigation measures are not proposed.

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